
RUNNING

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No.5



THE TRAMWAY MUSEUM SOCIETY OF VICTORIA LTD.

THE TRAMWAY MUSEUM SOCIETY OF VIC. LTD.

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The views expressed in articles are the writers own opinions, and as such, are not necessarily those of this Society.

CHAIRMAN'S CHAT...

The directors regret having to suspend the publication of the last issue of this magazine, but some important non-reoccurring acquisitions became available during the last six months, and if we did not obtain them at the time they were going to be disposed of, then these pieces of equipment would have been gone for ever. The main ones were:— Saint Kilda Junction signal box; radiax truck ex "T" class No. 182 purchased from M. & M. T. B. for Geelong Pengelly No. 22; and other minor pieces of equipment, but they all take \$\$\$\$.

Subscription expiry dates will be adjusted by one issue, viz. two months.

Thank you all for your patience and good humour.

Bob Prentice.

ACTING CHAIRMAN

FRONT COVER PICTURE:— Our cover photograph shows Brisbane No. 47 at the entrance to Milton Workshops. This car has been restored, to a glistening livery of Red and White with Blue lining, by the Brisbane City Council. It is now in the care of the Brisbane Tramway Museum Society. The picture was taken on the 7th. October, 1968, by MALCOLM ROWE.

V.R. Tramway 'Reminiscences.'

by Paul Nicholson.

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I often find it very hard to give a precise answer when anybody asks me why I am interested in trams, but when I am asked how I did become interested in trams I usually think back to 1956 when I was in grade one at primary school.

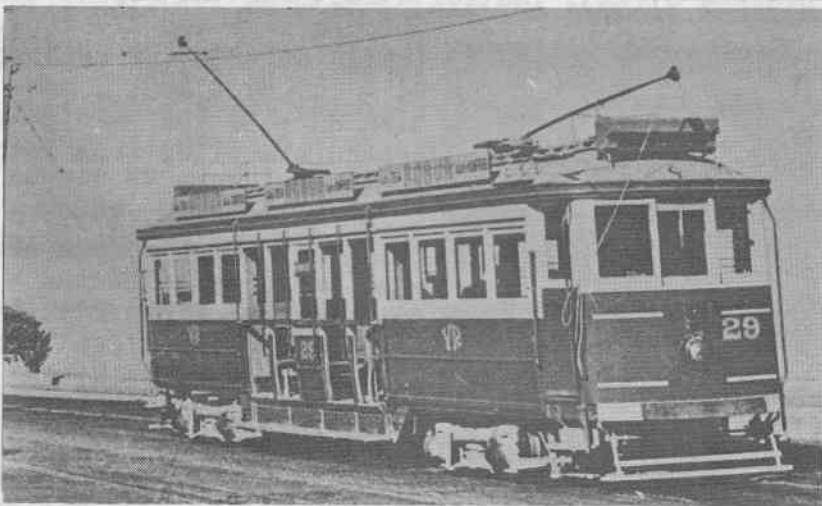
The family and I used to go down to the beach at Brighton and I can remember looking forward to seeing the "Railway Trams" running along The Esplanade. I never referred to them as "Funny Trams" as I did to such cars as the "T's" of the M. & M. T. B.

As a child, what intrigued me most was the destination boxes set high upon the roof and the "ROBUR" advertisement boards which were placed in the unusual (when thinking of the M. & M. T. B.) position along the roof. I'll always remember one of the bogie cars that I saw speeding along The Esplanade near Dendy Street one sunny day about the time of the Melbourne Olympic Games in November 1956.

Earlier in 1956, I had my "lucky break" when I was taken on a tour organised by the A.E.T.A. covering the whole line in single-trucker N^o 6. This was the first time I had ever been for a ride in a single-truck car and I can remember asking the driver why it wobbled so much and why he had to turn the trolley-pole at the terminus! That was the only time that I rode on the line, and my recollections of seeing the line after it was 'pruned' are rather vague. I do remember seeing the shocking condition of the roads, and my last recollection of the line was seeing one of the "Luxury" cars in Barkly Street in January 1959 after I had paid a visit to Luna Park.

The railway trams, like so many other tramway systems in Australia, 'went' during the 1950's. Perhaps we can consider them, like so many of the others, too 'unique' to last into the "Jet-Set" age of the 1960's.

The tramway declined after the end of the second World War and in 1953, the



ABOVE: PHOTO - JIM SELETTO.
N^o 29 at Middle Brighton terminus. Last days.

Victorian Railways and other transport authorities directed a firm resolve towards the cessation of the service. St. Kilda and Elwood residents were firmly opposed to the closure of the line but nevertheless, the first abandonment was made on New Year's Day, 1957 when car 42 made the final trip along The Esplanade. This section was not replaced by a bus service.

Six months later car 30 made the last trip along St. Kilda Street to Middle Brighton, and Eastern Suburbs Omnibus Service replaced the tram service with a bus route to Elwood Depot and then to St. Kilda Station via

Point Ormond.

The "California" cars and several of the newer cars were disposed of about the time of the closures beyond Elwood Depot because the number of cars required to operate the service between St. Kilda and Elwood was only 9 compared with 16 during the last years of the entire line to Brighton Beach.

The "St.Kilda and Brighton Electric Street Railway (Dismantling) Act No. 6469 was passed by Parliament on 4-12-1958 and a decision was made to close the line and to issue a license for the replacing bus service to be operated by private enterprise.

It was decided that the final closure date would be 28th. February, 1959. The roadway between St.Kilda and Elwood was in a extremely bad state of repair, and the prohibitive cost of bringing this and the cars to a reasonable standard helped to bring about the end of the trams. Also, of course, the fact that more and more people were able to afford private cars resulted in a falling off in the numbers of people being carried on the trams. Today, as we know, this problem is becoming worse.

Only 4 cars - 28, 29, 35 & 39 ran on the last day and the 'class-leader' of the "bogies" cars, No. 28, was the last car to operate over the line about mid-night. It left St.Kilda Station with about 200 passengers packed aboard, and by the time it reached Elwood Depot at about 12.35 a.m., nearly 1000 people had turned out to see the cars for the last time and joined in singing "Auld Lang Syne". The crew of the last car was Motorman F. O'Brien and Conductor C. Hughes.

The last services operated between St.Kilda and Elwood were:

9 cars required during peak, periods, 3 cars at other times.

<u>Monday to Friday:</u>	Peak periods:	8 minutes.
130 trips	Off-peak periods:	
	Night-time:	12 minutes.
<u>Saturday:</u>	Day-times:	8 minutes.
123 trips	Night-time:	12 minutes.
<u>Sunday:</u>		12 minutes.
60 trips		

Two trips were out out each afternoon giving a 12 minute head-way for a short period. On last 5 days, one car was out out in a.m. peak.

The section points were at Dickens Street, Vautier Street and the Depot. The



ABOVE. PHOTO: JIM SELETTO.
39 crosses 36 at Vautier St. Note the immaculate condition of the cars. Photo taken last days.

through fare was 1/- 10c., (child 6d - 5c); 2 sections 9d - 8c (5d - 4c); 1 section 6d - 5c (3d - 2c); this schedule applied from 14th. September, 1958.

On 1st. March, 1959, a privately operated bus service owned by Melbourne - Brighton Bus Lines Pty. Ltd. took over and followed the tram route from St.Kilda Station as far as Park St., Middle Brighton.

As is usual, local workers and school-children did not approve of the change-over judging from the comments expressed in "THE HERALD", the following Monday; but there was nothing they could do to get the trams

back.
Once the traffic side of the system had ceased, the 'end' was still a way off, for the cars had to be disposed, and it was several weeks before the last car left

the depot. The bogie cars were sold mainly for use as cabins or sleep-outs, but luckily N^o 34 is now in the hands of the T.M.S.V. and we will always have something to remember the "Railway Trams" by. The "Luxury" cars went to the M.&M.T.B. but only 52 and 53 entered service after modifications. Today, most of the cars sold as cabins are in a bad state of repair, after having spent the last ten years exposed to the elements without any maintenance.

Main-line power was disconnected on March 1st. but the power in the shed from the sub-station was not turned off until 15th. April, 1959. Once the trolley wires were down, the track had to be pulled up and the roadway rebuilt. It was not until May, 1962 that the final work was done on the rebuilding of the roadway.

The depot became the garage of Melbourne - Brighton Bus Lines who demolished the third shed and the offices; later still the sub-station was demolished to make way for a small housing estate.

So, 10 years later there is little evidence of the "Railway Trams" left about their former "happy hunting grounds".

Even the bus service operated along the tram route has changed because the "Freighter mono-buses" that replaced the trams have been sold and the service is now worked mainly by A.E.C. Reliances that formerly worked M.B.B.L's 2 city routes.

The route is numbered 140A., and the service operated full-time with the exception of Sunday mornings when buses only operate to "Head Street" which is used instead of "Elwood Depot". The full service is basically every 12 or 16 minutes during the off-peak period increasing to 8 minutes during the peak. Night time and Sunday service is 24 minutes. The service is stepped up at the St.Kilda end with extra buses to "Beach Avenue" ("Vautier Street").

There are section points at Dickens Street, Milton Street, Beach Avenue, Head Street, North Road, Bay Street and Park Street. Due to the shorter length of the sections a special fare schedule exists and there are also two special sections - St.Kilda Railway to Inkerman Street and Acland Street to Glenhuntly Road. Also periodical tickets are available to cover travel on the bus and train and it is also possible to buy daily train tickets from the bus driver at a slightly reduced rate.

So, after 10 years we can still remember the "Railway Trams" which were Victoria's first permanent line. Perhaps your recollections were seen through different eyes to mine, but nevertheless that will be the way several other young people and I see them.

The appendix is a list of the 'fates' of the "Railway Trams" which I compiled with the valued assistance of the Rev. Leon Marshall-Wood and Graeme Turnbull.

I am also indebted to the Rev. L. Marshall-Wood for allowing me to use several of the facts from his "THE BRIGHTON ELECTRIC LINE" book in this article.

I would advise any person wishing to visit any of the "old warriors" for photographs to obtain the permission of the owner first, because I know that several of them do not take kindly to photographers entering their property without first seeking permission to do so.

APPENDIX.

BOGIE CARS:-

28	(13- 4-59)	Hartnett, Keys Road, Moorabin.	To Belgrave, 1966.
29	(13- 3-59)	Upton, Corowa (N.S.W.)	Direct to either Moyhu or Deniliquin.
30	(9-12-58)	Elwood Lifesaving Club.	Broken up, 1967.
31	(20- 3-57)	Lord Mayor's Camp, Sorrento.	Intact (1-69).
32	(17- 1-59)	Greensborough.	Intact (3-69).
33	(10- 3-59)	Wangaratta.	Broken up.
34	(27- 3-59)	For preservation by T.M.S.V.	Intact (3-69).

35	(1- 4-59)	Tyabb.	Intact (3-69).
36	(26- 2-59)	Rosemary Lodge Holiday Home, Brighton.	Burnt 1962.
37	(25- 3-59)	Wangaratta.	Intact (12-68).
38	(2-12-57)	San Remo.	Intact (2-69).
39	(18- 3-59)	Upton, Corowa.	Went direct to either Moyhu or Deniliquin.
40	(2- 7-58)	Sylvan Caravan Park, Campbellfield.	Converted to cabin.
41	(30-12-58)	Brighton.	Intact (2-69).
42	(29- 5-57)	Tarrant, Wrecker at Campbellfield.	To Lower Plenty, burnt '64.
43	(2-12-57)	Retarded Children's Home, Oakleigh.	Broken up, 1967.
48	(13-11-56)	Sylvan Caravan Park, Campbellfield.	Converted to cabin.
49	(19-10-56)	Sylvan Caravan Park, Campbellfield.	Converted to cabin.
50	(15- 4-59)	Greensborough.	Intact (3-69).
51	(23- 3-59)	Eildon Township Caravan Park.	Removed (?).
52	(8- 4-59)	To M. & M. T. B.	Running (3-69).
53	(8- 4-59)	To M. & M. T. B.	Running (3-69).
54	(3- 4-59)	To M. & M. T. B.	Scrapped (3-69).

SINGLE-TRUCK CARS:-

1	(5- 3-57)	Tarrant, Wrecker at Campbellfield.	Burnt.
2	(17- 3-59)	To Langwarrin (after accident).	Destroyed 1965.
3	(23-10-56)	Bundoora.	?
4	(19- 3-56)	Heart Metal Coy., Yarraville.	Dismantled 1964.
5	(17-10-56)	Mental Hygiene Authority, Kew.	Possibly replaced by W2 310.
6	(15- 9-56)	Tarrant, Wrecker at Campbellfield.	To Don Bosco Order; scrapped.
7	(28-10-56)	Tarrant, Wrecker at Campbellfield.	To Fawcner, now scrapped.
20	(5- 3-59)	To Bob Prentice	Intact (3-69).
23	(15- 9-56)	Tarrant, Wrecker at Campbellfield.	Kinglake.
26	(19- 3-56)	Heart Metal Coy., Yarraville.	Dismantled 1964.

Note: Only cars that survived into the period covered by this article are included.

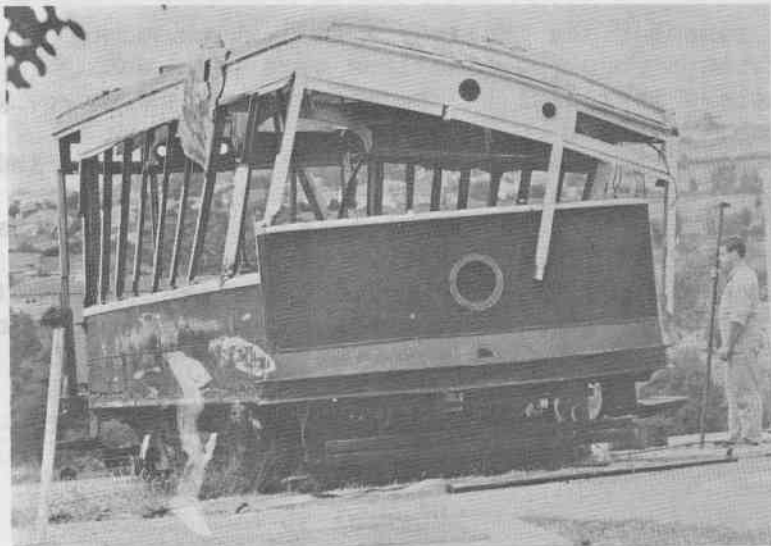


PHOTO:

MALCOLM ROWE.

Our staunch director, Douglas Prosser, stands guard over 218 before making a further onslaught on the car with a stanchion. Note the rot in the side panels—the car's body frame was generally in like condition. Sunday, 26-1-69.

The work party boys had the task of dismantling Birney No.218 earlier this year. Over the last decade, the weather had taken its toll, for as can be seen in the photo., the side panels rusted out, and the metal body uprights had also rusted nearly through, leaving the body and frame in exceptionally bad condition. We offered the car to museums in America & to S.P.E.R.—but no takers.

Our 'troops' worked well and soon the body was scrapped, leaving only the truck which we kept. Rodney Hudson's car made a valiant effort to drag a loaded trailer to Templestowe, but the monster his car was towing proved too much & at about 6.30 p.m. 218's truck was placed in Bern Hurren's yard at Box Hill for temporary storage.

A few days later, Mayne Nickless

completed the delivery of the truck to Templestowe. We place on record our grateful thanks to Bern. Hurren for a most generous action—he paid the cartage costs from Box Hill to Templestowe, which amounted to over \$40. Thanks Bern!

To Brisbane, Nambour and return.

by Bob Prentice.

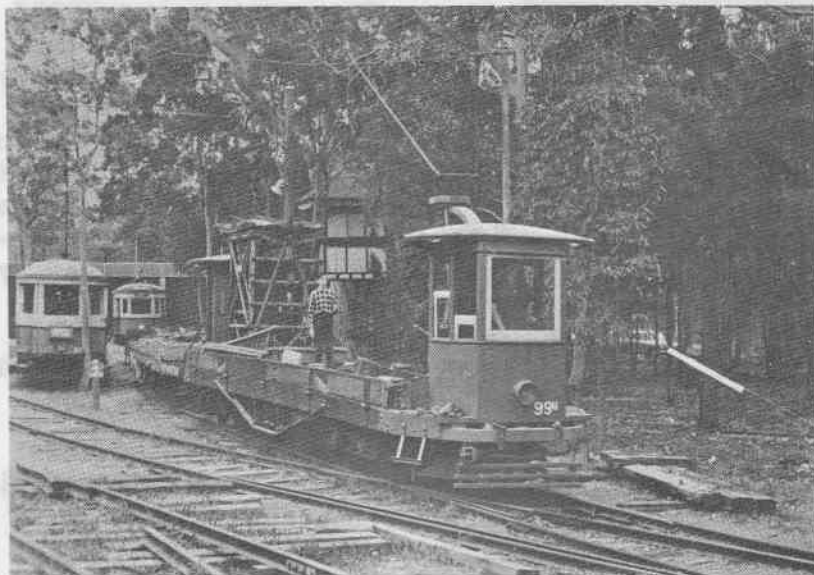
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There was a chill in the air on Friday night, 27th. September, 1968, as John Fitzsimons, Douglas Prosser and I set forth at 6.30 p.m. on the first stage of our journey to Queensland and return in John's car. We stayed overnight at Benalla, and after an early breakfast, departed for Sydney. We visited the loco depot at Goulburn, but only a few steam locos were evident; plenty of diesel power around though!

At the Motel in Sydney we learnt of the first error in our room bookings - this was to plague us for the rest of the journey - however, we managed to sort out the muddle for the next few days, and with thoughts of our visit to the South Pacific Electric Railway next day, Sunday 29th. Sept., we fell asleep.

Sunday morning was taken up with sampling the double-deck trailers on the suburban railways, and examining the bus traffic at Circular Quay, where incidently, we lunched. All aboard for Loftus, via Cronulla bound electric train to Sutherland, where we changed into diesel railcars and trailer for the short journey to Loftus, (the rail-cars travel further down the line to Waterfall). Here we met Malcolm Lind.

As the train departed from Loftus, we struggled against a 60 m.p.h. gale to a veteran bus, which delivered us to S.P.E.R's railhead.



ABOVE PHOTO: BOB PRENTICE.

Overhead Line car No 99u hauling flat car.
"O" 1111 & "R" 1740 are in the background.
Sunday, 29th. September, 1968.

taking photographs, and learning of the problems associated with an operating Museum. Dick Jones, Don Campbell, Bill Parkinson, Bob Merchant and W. Denham were all helpful and we offer our thanks to all concerned for a very interesting and fruitful afternoon.

All day Monday (30th. Sept.) and Tuesday morning we devoted our time to "seeing" Sydney by train, bus and ferry.

Tuesday afternoon and Wednesday morning saw us in Newcastle. Visits were made to Broadmeadow loco, and bus garages. We travelled on steam-hauled suburban trains and returned on rail-motors or buses. Both double and single deck buses were patronised.

Wednesday afternoon we departed Newcastle for Kempsey, but at Hexham we visited J. & A. Brown's private railway and inspected the loco shed and yards.

Bob Merchant greeted us and we "broke-up" into single "units", so that we could inspect the various activities. Doug moved straight for the cars to examine the controllers, electrical equipment and trucks. He was helped by Malcolm McAuly who explained the differences between Sydney and Melbourne equipment.

John and Malcolm Lind went for rides on the cars, whilst Bob Merchant showed myself around the depot area, including the alterations to the building in order to make room for a Brisbane tram they were expecting within a fortnight, and in consequence, we gazed with delight upon the Sydney service stock which had to be shunted and moved around.

After this, we spent the rest of the day thus:- car riding,

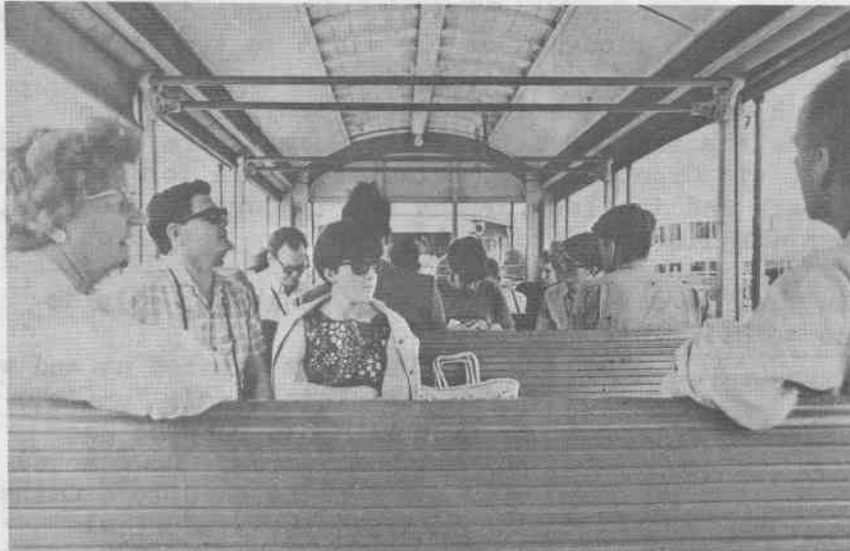
Departing Kempsey on Thursday, 3rd. October, we motored to Lismore, where we stayed the night.

On Friday, the 4th., we travelled to Brisbane via Casino, Kyogle, Woodenbong, Mt. Lindsay and Beaudesert arriving about 3.30 p.m. at the Gresham Hotel which was going to be our "home" for the next 11 days. Friday night we met Len Millar, John Wilson and Mick Dunoan at Light Street Depot to run a "special" over certain routes because Len had to return to Canberra by Monday, so he missed the special charters over the next few days, however, John and Mick remained in Brisbane,

returning home by train a few days later.

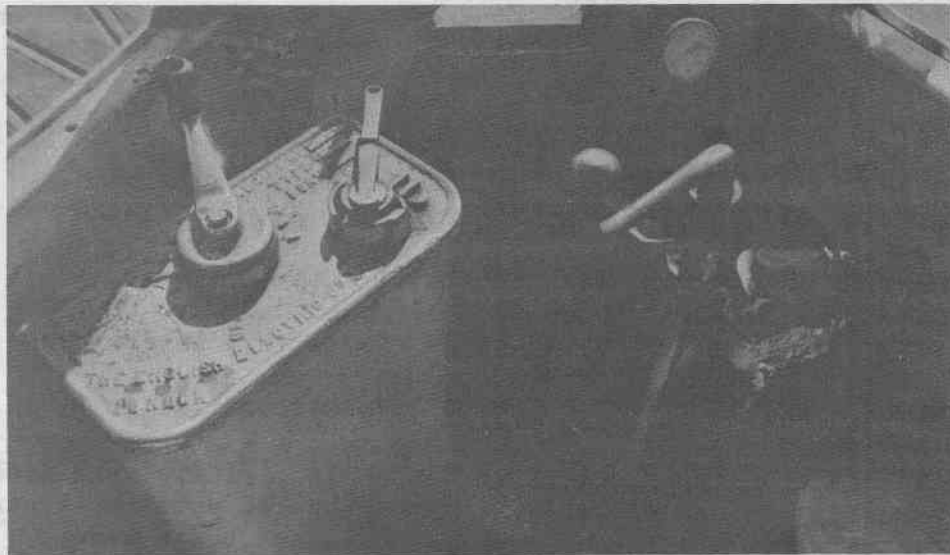
Saturday morning we greeted Malcolm Rowe who flew from Melbourne to stay for one week.

Saturday afternoon we said hello to David Macartney who arrived from "up North". A few minutes later we were away on the first section of the excursions which were to continue on Sunday and Monday also. The specials travelled over the remaining Brisbane routes on outings organised by the South Pacific Electric Railway in conjunction with the Brisbane Tramway Museum Society. A number of cars were chartered, all those "slated" for preservation (except in one case) by the B.T.M.S. The cars used were:- 386, 519, 293*, 400, 341, 300, 494, 140, 554, 136, 231, 65 and



ABOVE PHOTO: BOB PRENTICE.
The passengers in single truck "toastrack" No 65 were photographed on Monday, 7th. October, 1968, while en-route to Milton Workshops. The rear of 99 is visible past the leading end of 65.

99. *293 is not to be preserved as it was "stand-in" car for 277 which was not available for traffic.



ABOVE PHOTO: BOB PRENTICE,
The layout of the Motorman's cabin in the "Iron Dukes". Ipswich Rd. Depot, Brisbane. Tuesday, 8th. Oct. 1969. The 'Clyde Kid' will love this photograph!

Monday morning was notable as the two single truck cars No's 65 & 99 were used to convey passengers to Milton Workshops where newly restored car No. 47 was on display (picture on front page). Monday afternoon the majority of S.P.E.R. members returned to Sydney.

The rest of our time in Brisbane was devoted to lots of photography along the various lines, visits to the workshops and the two depots.

On Saturday, 12th. Douglas returned home because of a number of

factors; he was accompanied by Malcolm Rowe. This left John and I to complete the balance of the journey.



ABOVE PHOTO: BOB PRENTICE.
 BLI BLI hauling cane-train across the bridge that spans the Maroochy River at Bli Bli. Tuesday, 15th. October, 1968.

He and I departed for Nambour on the morning of Tuesday, 15th. October, to view the sugar-cane tramway that operates from the sugar mill to various points.

After spending all day in the area including a visit to Noosa Heads and Tewantin, we rested over-night in a motel at Nambour. Wednesday morning we checked the Mill over again before departing for Brisbane and Melbourne.

The afternoon was spent taking "shots" along the Salisbury tram-line in Brisbane, and as the afternoon progressed, and after John's car had received an oil-change, grease and check-over, we set forth for Warwick via Ipswich &

Cunningham's Gap.

Thursday passed uneventful except for sighting a G17 loco at the Queensland/New South Wales border.

We deviated off the Oxley Highway on Friday, 18th. October, to visit the Warrumbungle National Park where 6 Sydney trams are used as cabins. After this it was onwards to Dubbo for the night.

Saturday the 19th. passed without any incidents as we motored to Wagga where we stopped for the over-night rest.

By 4 p.m. Sunday, 20th. October, the holiday was over with John and I arriving back in Melbourne.

SUMMARY: An excellent time was had by all involved. Special thanks are due to S.P.E.R and B.T.M.S. for organising the magnificent excursions over the week-end - 5th. to 7th. October. We found full co-operation at the various places we visited be they Railway, Bus, Tramway or Cane Tramway undertakings.

MUSEUM MUSES

NEW MEMBERS.

The following were elected to membership at the last directors meeting and are warmly welcomed into the Society:

- | | | | |
|--------------------|-------------------|--------------------|--------------------|
| Mr. R.J.E. Fellows | London, England. | Mr. F. Lodge | Melbourne, Vic. |
| Mr. R.I. Merchant | Epping, N.S.W. | Mr. P. Kingsbury | Cheltenham, Vic. |
| Mr. I. Breydon | Balaclava, Vic. | Mr. B. Tilley | Glen Iris, Vic. |
| Mr. I.G. Matthews | Saint Kilda, Vic. | Mr. D. Cranney | Red Hill, A.C.T. |
| Mr. D.F. Glasson | Albert Park, Vic. | Mr. J.A.S. Cundall | East Burwood, Vic. |

DONATIONS.

of cash and/or goods have been received from the following:-

Cash - A4 appeal, Messrs John Wilson; Lloyd Rogers; Graeme Harris; Dick Jones; Ian Cooper; Paul Nicholson; Kevin & Tom Clark; "GREEN-OVER-RED" and Bern Hurren. Rod. Hudson; Alwyn Marshall; Malcolm Lind; Peter Stoneham and Norman Cross.
Goods - Ticket, A. Cushing; Fare Token, Ray Fisher; Tickets, Dick Jones; Sign, Jim Murphy; 2 books, J. Dowel; Book, W. Fuller; Book, Malcolm Rowe: Photographs from Jim Seletto; David Macartney; "Trolley Greg".; Brian Weedon; Malcolm Rowe; Norman Cross; David Hinman; Leon Marshall-Wood and Malcolm Lind. Newspaper cuttings, Neville Govett. European tickets, European photos, signs and maps, Leo Reyke.

The grateful thanks of the members and directors are extended to all of the above.

THE NEXT TWO MEETINGS will be held in the Lecture Room, 1st. Floor, Malvern Town Hall on these dates:-

JUNE 23, 1969

and

AUGUST 25, 1969.

At the meeting held 17th. February, a certain amount of confusion reigned when we were invaded by another Society and told more or less "to clear out as we have had meetings in this room for the past 7 years" etc. etc. The invading force was finally routed when their Secretary opened a letter from the Malvern Council, which notified them that the room was not available.

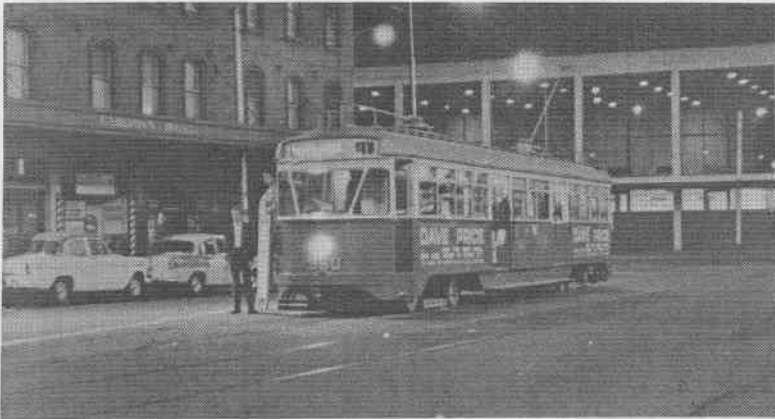
After this delay, the meeting commenced late, but Rodney Hudson's movies soon made us forget "the incident". David Hinman then showed some "slides" of the activities of the Tramway Historical Society, Christchurch, New Zealand. The successful evening ended with light refreshments being served.

April's meeting was an eye opener to all present, for when Geoff Dean showed a selection of slides of the many he "shot" when he was overseas recently, everybody "was onto" the modern body styling and latest equipment operating on the Continental tramway undertakings. Suffice to say that an excellent night was enjoyed by his audience. Thanks Geoff for showing your transparencies - they are magnificent!

NEXT OUTING

will be held soon, watch for details...

TRIP REPORTS: The "all-night" outing held on Friday 14th.--Saturday 15th. February, 1969, commenced at 10 p.m. from Sth. Melbourne Depot. The first line



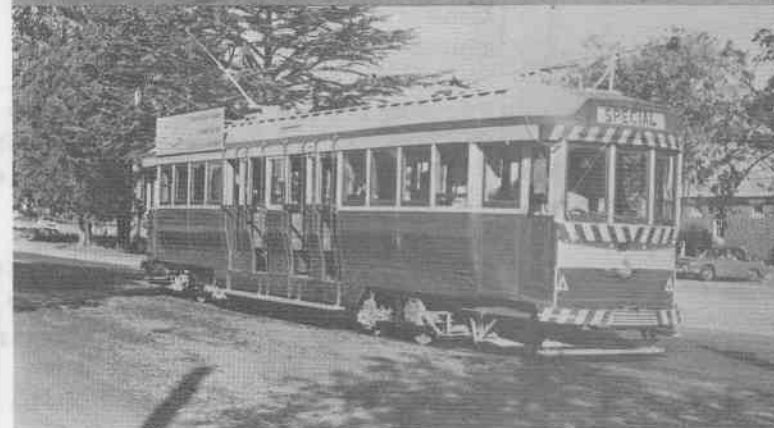
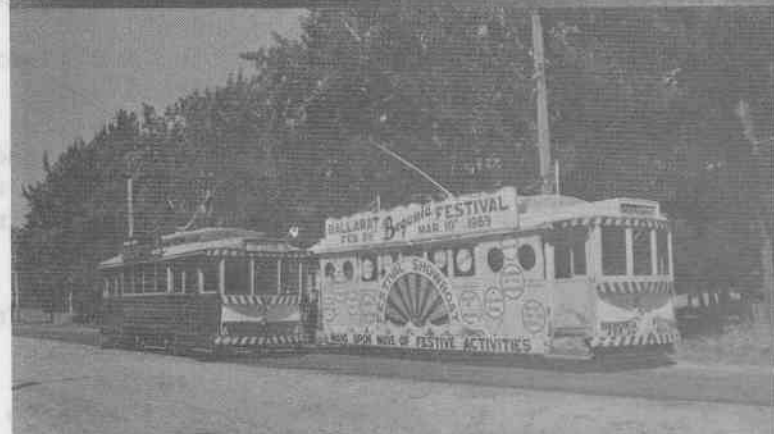
ABOVE. PHOTO: MALCOLM ROWE.
 P.C.C. 980 at Bourke St. terminus. T.M.S.V's all-night outing, 14/15-2-1969.

The second half of the outing was devoted mainly to the East and South-East areas of the system. 980 performed magnificently in Dandenong Road - much to the delight of the passengers. At 6.30 a.m. we returned to the depot after a thoroughly good excursion. Those present were: Bob Prentice; K. Kings; D. Prosser; R. Vosper-2 fares; M. Kennedy; S. Vine; Allan Maggs-2 fares; D. Macartney; D. Norton; "Trolley Greg"; P. Clayton; R. Aspinall-2 fares; N. Elfick; R. Hudson; A. Howlett; M. Rowe; G. Cleak; W. Mills; G. Breydon; I. Stanley; B. Marks - 2 fares and 3 other members whose names escape me for the moment.

covered was to East Coburg, thence via Holden St. and St. Georges Rd. to West Preston terminus. We returned to Thornbury, shunted, then travelled over "The Ramp" to Plenty Rd. and onto East Preston terminus. From Tyler St. we went straight to the City terminus in Bourke St. at Spencer St. The special returned to Victoria Pde., thence to North Balwyn via Victoria St. and Doncaster Rd. 980 then followed route 48 back to the City where a meal break was taken at the "Pieteria" in Flinders Street.

Our thanks are extended to M. & M. T. B. officers who planned and arranged our outing.

BALLARAT EXCURSION:-



TOP. PHOTO: BOB PRENTICE. "Our Chariot" to & from Ballarat, Leyland, OPS1 No. 372.

CENTRE. PHOTO: MALCOLM ROWE. T.M.S.V. special car No.26 passing No. 21 decorated for Begonia Festival, Ballarat. 2nd. March, 1969.

LOWER. PHOTO: BRIAN WEEDON. T.M.S.V. special car, bogie No. 37 at Victoria St. terminus, Ballarat. Sunday, 2nd. March, 1969.

On Sunday, 2nd. March, 1969, the Society visited Ballarat in order to tour around the tram system during the Begonia season; it was originally planned to travel to and from Ballarat by "Vintage Train", but as this had been cancelled, we travelled to Ballarat by M.&M.T.B. bus. Our bus, Leyland O.P.S.1. No. 372 departed from the corner of Flinders and Elizabeth Streets a little after 9.30 a.m. As the bus was in excellent condition it experienced no difficulty in climbing the Pentland Hills. On arrival at Ballarat, lunch was taken and then we headed for the depot. The Society had requested single-truck car 21 which was decorated for the Begonia Festival for a tour, but the S.E.C. felt that the car should be placed in regular service.

Thus for our tour the depot staff had set aside single-truck car No. 26 and bogie car No. 37. We travelled to the City, via View Point, Sebastopol and the Gardens routes in 26, then ran along the metals of the Lydiard St. North, Victoria St., & Mt. Pleasant routes in 37. We passed the decorated car on many occasions, so everybody managed to obtain at least one photograph of the car.

After tea, we boarded our bus and journeyed back to Melbourne and so had ended another very successful T.M.S.V. outing.

On behalf of the members of the Society, I would like to thank the following people who assisted the tour in many ways:

Jim Dowel who drove the bus.
Mr. H. Westrup, Bus Branch Engineer, and his officers for providing an excellent vehicle.

The Charter Dept. M.&M.T.B.
The depot staff, Ballarat, who prepared our excursion cars.
Mr. L.J. Denmead and Mr. A. Maxwell for planning the route taken by our specials.

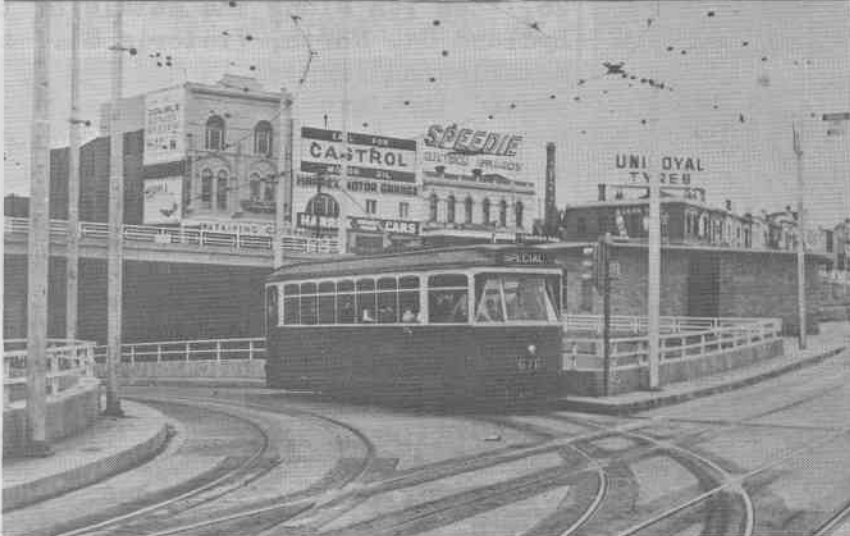
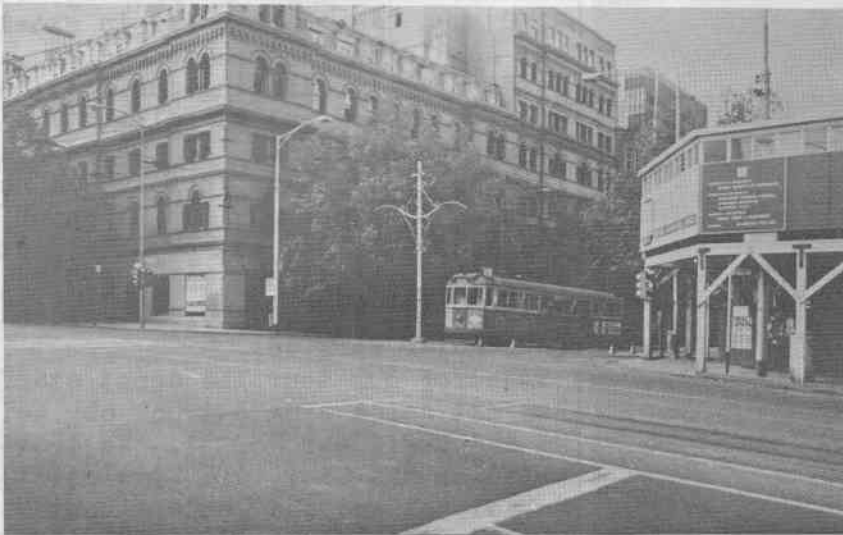
Mr. Lewis Walker, who drove the cars in Ballarat, and....

last but not least, someone whose work in this regard has been previously overlooked—Mr. Keith Kings who once again provided an excellent information sheet giving details about our Leyland bus. (These sheets are welcomed by many of the younger members for it is the only way to learn about many of the vehicles that we charter). **THANKS KEITH!**

Finally it was a pleasure to have Dick Jones from S.P.E.R. and David Hinman from Christchurch, New Zealand on our excursion.

GRAEME TURNBULL 9th. March, 1969.

The following were welcomed as passengers to Ballarat:— J. Fitzsimons; J. Bounds; G. Breydon; R. Green; B. Weedon—2 fares; C. Mottram—2 fares; A. Howlett—2 fares; L. Bounds; R. Jones; Bob Prentice; K. Kings; Bern Hurren; J. Lawrence; A. Twentyman; Peter & Patti Duckett; D. Prosser; G. Turnbull; Mal. Rowe; David Hinman & N. Gipps.



BOTH PHOTOS:

D.J. PROSSER.

TOP - W5 750 photographed outside Menzies Hotel which is now in the wrecker's hands.

LOWER - X2 676 waits the green signal to proceed into St.Kilda Rd. lines at St.Kilda Junction freeway complex. Both photos 'taken' on Sunday, 24th. April, 1969.

750 departed South Melbourne Depot on time at 9.45 a.m. on Sunday, 24th. April, 1969, bound for Footscray & Essendon areas via William Street. The car sped along these lines without any trouble, and after travelling to Moreland Rd. crossover on the West Coburg route, we shunted and returned to South Melbourne Depot for a meal break, the car running in about 12.30 p.m.

After the break, we climbed aboard single truck car No.676, and travelled over Dandenong, Hawthorn & Balaclava Rds. to the Caulfield loop, thence to Luna Park, and onward via route 15 to the crossover in Saint Kilda Rd. at Commercial Rd. After shunting we ran to Camberwell Junction via Malvern & Burke Rds. We then travelled to Harp of Erin crossover on the North Balwyn route, via Church St., Hawthorn & High St., Kew. We then returned to Kew Depot where the special ran in for 10 minutes. On the move again, we travelled to South Melbourne Beach terminus via Victoria St. & Pde., Collins, Clarendon & Park Sts. After Photographs, we returned to South Melbourne Depot. All passengers seemed happy after the outing, which is a good omen for future T.M.S.V. excursions.

Our passengers were:- G. Breydon; B. Hurren; R. Green; D. Prosser; A. Howlett-2 fares; G. Kiel; C. Mottram-2 fares; D. Macartney; A. Bolger; "Trolley Greg"; G. Dixon; Mr. Westwood; I. Stanley; L. Millar; J. Fitzsimons; R. Prentice; N. Elfick; G. Cleak-2 fares; J. & L. Bounds; P. Nicholson; N. Rutherford; B. Tilley; G. Dean; D. Beath-2 fares; B. George-2 fares; J. Phillips-2 fares; W. O'Brien; J. Cundall; W. Mills; K. Kings; K. Stodden; Mr. Webb-2 fares; G. Turnbull; M. Davidson; M. Kennedy; M. Rowe; N. Gipps-2 fares.

Thanks are due to all who have been passengers on our last three outings, for the success of the Museum depends on your continued support. R.H.P.



BOTH PHOTOS:

BOB PRENTICE. Upper:

The St.Kilda Junction signal box hangs suspended above the Wellington St.- Junction intersection at 6.18 a.m. Wednesday, 18th. December, 1968.

LOWER: On the ground at Murrumbeena, the cabin is being manhandled into its final storage area by (L. to R.)- members John Ford & David Macartney, non-members D. Woodward & Robert McUtchen. Members at the rear side of the cabin are Bill Fuller and Graeme Breydon. Sunday, 19th. January, 1969.

ACQUISITIONS.

When it was first mooted that St. Kilda Junction would be altered viz: trams rerouted along a by-pass to be constructed and other proposed traffic alterations, the Society's Board decided to apply to the M.& M. T.B. for the signal box and its associated switching gear. However, we were too late to obtain the relays, but we were notified by the Board that the box would become redundant some 2 years later, and that we could have the box provided we paid for the crane to lower the cabin to the ground, and the cartage fees.

As we all know, the work on the by-pass proceeded smoothly and eventually, the Wellington St. trams were diverted into reserved track in the now "Queens Way". This then, made the box surplus to the Tramways Board requirements.

On the 16th. December, 1968, Mr. G. Marshall telephoned Bob Prentice and said that he planned to commence lowering the box to the ground at 6.00 a.m. on Wednesday, the 18th.

Mr. M. Simkins, arranged with W.G. Hicks for a suitable vehicle to be present at this early hour. (Bob groped his way to the Junction to take a couple of pictures--see one left.)

After the box had been lowered to the ground, the slings were adjusted and then it was lowered sideways into the cartage vehicle which delivered it to a storage

site kindly made available by Bill Fuller. Once again the whole operation ran smoothly.

Up till now, the box has cost us \$72.44, viz: \$50 - hire of crane and \$22.44 for cartage.

Our thanks are due to the following:-

Mr. G. Marshall, Architect M.& M.T.B., who supervised the operation;
Mr. H. Simkins, Controller of Stores, M.& M.T.B., who arranged with the Foreman of W.G. Hicks the method of transporting the box to Murrumbeena at a very satisfactory low cost to the Society. Their solution was a beauty!
Bill Fuller for making space available for the cabin.

FOOTNOTE. We also purchased the St.Kilda Junction signal lights. They are being overhauled and repainted.

Through the co-operation of the M. & M. T. B., we were able to exchange our "T" class No. 182 for the Boards "T" class No. 180. Peter Stoneham is preparing an article to explain the reasons this exchange took place--look for it in the next issue. The cars were transported by Jim Dowel, Bob Prentice and Robert Green on Thursday, 1st. May, 1969. In the morning, 180 travelled to Malvern Depot from Preston Workshops, and in the afternoon, 182 was 'ferried' from Malvern Depot to Preston Workshops.

We hope to obtain the radiax truck from under "T" class 182, so that Pengelly No. 22 (ex-Geelong) will be a mobile vehicle rather than a static one.

We have received the following publications and thank the various organisations for their donations to our Library:-

TROLLEY WIRE	published by	SOUTH PACIFIC ELECTRIC RAILWAY, Sydney, N.S.W.
SENNACHIE	" "	CLANALDER ARCHIVES, Havelock, VIC.
TRACTION GAZETTE	" "	ORANGE EMPIRE TROLLEY MUSEUM, Perris, U.S.A.
HEADLIGHTS	" "	ELECTRIC RAILROADERS' ASSOCIATION, New York, U.S.A.
TRAMWAY TOPICS	" "	THE 3 NEW ZEALAND TRAMWAY MUSEUMS.
DREADNOUGHT	" "	THE BRISBANE TRAMWAY MUSEUM SOCIETY, Brisbane, QLD.
GREEN-OVER-RED	" "	G. O. R. publications, Box Hill, VIC.

FLASH. Three (3) trolley retrievers for our Birney No. 217 arrived in Melbourne on Sunday, 18th. May, 1969, aboard the freighter "Karamu". These are a gift from The Tramway Historical Society Inc. of Christchurch, New Zealand. More details next issue.

"GREEN - OVER - RED".

Australia's Modern Railway Magazine.

The sponsors have decided to adopt a completely different format, and visualise the size of the magazine being increased to 16 pages per issue, and published every second month instead of every month. They regret that there will be a slight increase in the subscription to \$1.20 per year, but subscribers will realize that the price of the magazine has remained at an extremely low level in a period when the cost of materials and labour have risen steeply. The magazine in future, will be a much more appealing one, outclassing the previous issues.

The main changes in the administrative side of the magazine will be that for the first time, a definite editor will be appointed. Frank Stanford has volunteered to fill this post. David Langley, Phillip Graham and Frank Mitchell will be sub-editors and Paul Nicholson will continue to be Secretary, treasurer and publicity officer.

G. O. R. address is P.O. Box No. 145, BOX HILL, VIC., 3128, or you can purchase copies of this magazine through our SALES DEPARTMENT'. R.H.P.

WORK PARTIES

The work party dates for the next few months are:-

JUNE.	JULY.	AUGUST.
8	6	3
22	20	17
		31

In addition, special workdays will be organised on the other Sundays to the normal days listed above. Contact leaders, Bob-512664 or Doug-911991, for further information as to where the party will assemble and the actual site it will be travelling to.

There is a very small select group in the Society who keep the cars in good order and condition. Why don't you join them - YOU will be welcome!

It is hard to imagine how we will ever have an operating Museum if this limited response to work parties continues, for friends, the size of the gang is not big enough to move rails inwards to regauge a track we have in mind as regards a site.

This problem has worried me for a long time now, and I just don't know what the solution is. Judging by past performances, we may have bitten off more than we can chew. I hope not, but only time and YOUR response will tell! Which leads to SITE NEWS:-



VICTORIAN RAILWAYS

In your reply please refer to:

RAILWAYS ADMINISTRATIVE OFFICES □ 67 SPENCER STREET, MELBOURNE 3000 □ TELEPHONE 62 0311 EXTENSION

5th March, 1969.

The Secretary,
Tramway Museum Society of
Victoria Ltd.,
141 High Street,
PRAHRAN. VIC. 3181.

Dear Sir,

I acknowledge your letter of 27th February regarding the possible lease of certain railway land for the establishment of a Tramway Museum, and will write again as soon as I am in a position to do so.

Yours truly,

W. Walker
Secretary for Railways.

We received a letter from Mr. Twentyman a few weeks ago, and I thought that it would be of interest to members and readers. Alf. states:-

Dear Bob,

My observations of San Francisco Tramways may be of interest to you. About $\frac{1}{2}$ a mile from where the ship was berthed at the Bay & Taylor Sts. terminus, we just heard that old familiar sound of the cable running over the pulleys and around sheaves. We climbed aboard the outside section as the car was turned around on the turntable, then felt that steady acceleration almost like being on a huge spring, as the gripman drew the lever back towards himself. The grip appears to work with a lot less movement than those we had in Melbourne - the pick-up is vertically underneath and seems to more easily come in. At the crossing at California St, the THROW mark is much closer to the cross cable. The Powell St. cars are crowded all the time, but the cross line in California St. is somewhat quieter. Transfers are issued from one line to the other. At the engine house and car shed visitors are welcome. The machinery may be viewed from a visitors' balcony, where printed information is displayed; the driving machinery is similar to what we know, perhaps not quite so heavy. It is powered by electricity and runs at 9 m.p.h. In the car shed they have four old vehicles-one looks like one of the original Clay St. dummies, then there is another dummy & car--the car very like one of our horse trams. The fourth was a car not unlike those now operating in Powell St., it was off one of the more recently closed lines. They also had a very fine collection of old photos. In the vicinity of the engine house there is a complicated network of tracks, points and crossovers which enables cars to come out of or enter service, or to use the connecting tracks along Hyde St. to the California St. route. I have taken many photos of the tracks etc., and acquired a knowledge of its operation in the limited time available.

We had $1\frac{1}{2}$ days in San Francisco, so the next morning we took an electric car in Market St. to Ocean View, a run of about 8 miles, about 2 miles of which is in a tunnel under the Twin Peaks. The cars while in the tunnel are controlled by signals as in a tube railway, and travel very fast. The whole journey each way is 15 cents, and on the return journey we were given transfers to the Powell St. cable line. Market St. is shambles at the present time. The subway is being excavated in sections. Traffic other than trams and trolley buses has been excluded, the trams and buses operate over temporary tracks at the sides, the excavations have been boarded over with planks.

The passage through the Panama Canal was another day of great interest. It was interesting to see the elect.

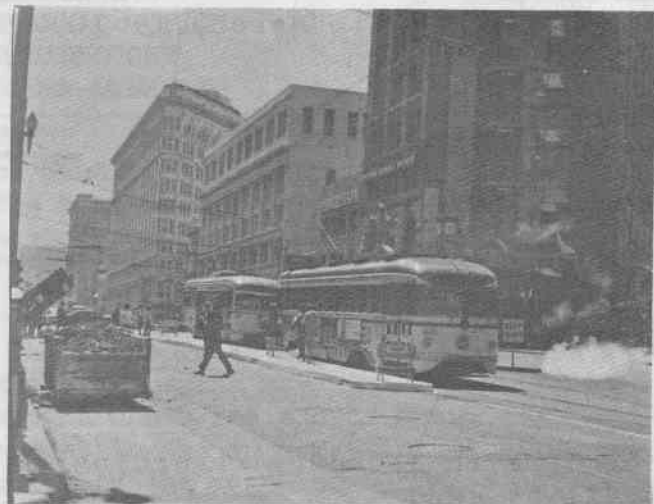


PHOTO: WARD PETERSON.
Market St. San Francisco. P.C.C. cars
1006 & 1166 are shown.

locos, called mules, take charge of the ship and draw it into the locks, with little delay the huge gates are closed and the lock filled....

kindest regards to all,

Alf. E. Twentyman.